

Washington State Chapter
October, 1997

Dinner Oct 12th!

September 6 - Leavenworth

What I was thinking? We started off the morning in North Bend, when we should've started in Monroe. This ride would be much better if we headed east on US-2 and came back by way of US-97 and I-90. Blewett Pass is much more enjoyable going west while pulling into Monroe in the afternoon is a major hassle along US-2. So, those things taken into consideration, I was able to convince the 3 other riders to reverse the route as previously planned.

Well, getting there is half the fun, so Jim, Bob, Mark, Mark's passenger Dawn, and myself added a little side trip through Snoqualmie valley to get on track. There was construction along SR-203 through the valley, but we found that US-2 had been completely repaved since the last time we rode it and was in great shape.

The day was overall pretty uneventful, though very scenic along the last part of US-2 into Leavenworth. After stopping for lunch there, we continued over Blewett Pass and picked up the pace a little. Very little traffic, and perfect conditions made for a blissful trip to Cle Elum.

Today was a very short day. I was home by 4pm, having started the ride at 10am, and stopping for lunch in Leavenworth. This is a good little 300 mile route to spin the tires, and kill a few hours - highly recommended.

September 13 - Club Mini-Meeting

It's getting to be that time of year where people either are losing interest, or the weather forces us to call the rides off.

Turnout was limited to 5; Jim, Mark, Mat, Tom, and Chris (broken arm and all) showed for breakfast. Due to prior commitments by everyone, there was no ride this day.

Kirby and I weren't present due to completing an endurance ride (Cascade Classic Bunburner 1500) around Washington, Oregon, and Idaho that started on

Friday at 10am. I joined Kirby on this insane ride and was thankful that I did it. It was definitely something new for me and those of you that know me, know that I pack on a lot of miles in an average weekend. Our original hopes were to complete the 1500 miles in under 24 hours so that we could make it to breakfast and talk about it, but for us, that goal was unattainable. Kirby completed the ride in 27 hours, and I in 33 after spending the night in Lewiston, ID to get some sleep. There were 2 finishers that made it in under 24 - guess we'll have to wait until next year to try again. Anyone thinking of doing the Ironbutt in '99? Just kidding...

September 19-21 - Packwood

Our planned accommodations went TU so we bagged the ride. Dan had a seminar to attend in Seattle and wouldn't be around for the ride. We didn't want to impose, so we called it off.

Instead, I sent out an e-mail and called the rest of the regulars to schedule an impromptu ride for Sunday. Interest seemed good and turnout looked promising.

Tom and I were the only ones that went for a ride. Kirby came for breakfast, but spent the day with Adelle.

We rode over Cayuse Pass to Packwood and did the Mt St Helens thing. The enforcement seemed to be swarming all weekend so we took it easy, and had a comfortable ride with no problems.

The Pace - by Nick Ienatsch (see attached)

This was information that was handed out during the Big Sky Run back in July. I read it and found a lot of information to be worthy of printing for the entire club. I personally try to adhere to the guidelines that Nick talks about, even before reading it. I hope you all can learn something valuable from this.

Next month, I will sent out the second half titled, "Pace Yourself." Enjoy...

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Schedule Change!!! - Dinner on October 12th

Due to conflicts in my schedule, the meeting will be on the 12th, and NOT the 11th as previously planned. I apologize for any inconvenience, sorry...

Agenda:

1. Pictures from this year's rides,
2. Gag-gifts at the Christmas party?
3. Ski trips

The Ten Commandments for Group Squids

- forwarded by Scott Sullivan

1. Arrive late, having forgotten your rain gear and wallet, with an empty gas tank and no tools. Get someone else to adjust your chain while you're in the restaurant having coffee.
2. Make sure that you ride with your high beams on at all times of the day and ride in perfect position to blind the rider in front of you by aiming for his mirrors.
3. Tell nobody what the route is, make unscheduled stops when nobody is watching, and flame them later for getting lost. Hand out the wrong maps, preferably to someone's house known to have beer, a wedding reception or funeral.
4. Ride fast! Split lanes, pass cars & Winnebagos!! Pressure laggards to keep up, if they can't take the heat, hope they have a good insurance policy! If the leader's going too slow, keep charging at their tail-light until they speed up to get away. A race!

5. Ride side by side, or on each other's rear wheel, pass each other constantly, especially on the right! One word: WHEELIES!
6. Focus exclusively on the taillight of the bike in front of you so you know when to brake (see above).
7. Force those damn cages to give your bikes the respect they deserve. If they want to change lanes, they can bloody wait until you're past! Squeeze cars out of their lane and cut them off as often as possible. Don't signal changes to the riders behind you, it'll improve their reflexes!
8. If nobody shows up after the last intersection-change, figure they know how to get back themselves, and enjoy the day on your own.
9. "French break"! Take off as soon as the last rider pulls in to the rest stop, gas station, etc.
10. Don't tell anyone your plans to split halfway through the ride, just disappear so everyone spends the rest of the day searching the ditches. Be sure you gave them a false name.

Upcoming Events

October 12 - Cafe Veloce in Totem Lake - 7 pm
Dinner Meeting / Ski Trip Planning

December 6 - Kirby & Adelle Drawbaugh's Res. - 7 pm
HSTA Christmas Party